

REMOTE VIEWING SESSION DATA

\*\*\*\*\*  
\* Remote Viewer : ~~EA~~ LB  
\* Interviewer : FA  
\* Observer(s) :  
\*  
\* Date : 10/18/85  
\* Starting time : 1301 hours, local  
\* Site # : 0725  
\* Acquisition by: (ERV) ERV PRV ARV BRV Other  
\* Working mode : (GT) HEM Other  
\* Feedback class: A B (C)  
\*\*\*\*\*

812301  
327573

\*\*\*\*\*  
\* Ending time : 1338 hours, local  
\* Notes : Stage III TNS  
\* Highest stage : III  
\* Evaluation :  
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\*\*\*\*\*  
\* Actual site : Eric Canal  
\* RV summary : none  
\*  
\*\*\*\*\*

SG1J

FT. MEADE  
18 OCT 85

SG1J

1301 HRS

812301  
327578

A: RISE  
CUM  
UP  
SMOOTH  
MANNA

B: ~~SMOOTH~~

P.I. BACKACHE  
AV BLOCKAGE  
WATER  
ISLAND

AOL BNC  
STRUCTURE

812301  
327578

MISS BNC.

812301  
327578

A: RISE  
CUM  
SMOOTH  
LOW  
ANGLO  
MANNA

B: STRUCTURE

AOL BNC  
LIKE FOOTING  
OF "FLIP" AT  
THAT END OF  
1000 AM.

(2)

812301  
327578

A: RESIN  
CARJIN  
ANACO  
SMOOTH  
HAND  
FLAT  
ACROSS  
HAND

B: STRUCTURE C

SZ: DARK CFB  
SLICK C  
SHINY C  
POLISHED SY  
HAND C

AD - DARK.  
KNOB SHAPE

DIM LIGHT CFB  
DARK  
SOLID C

812301  
327572

A: ACROSS  
HAND  
ROUND  
FLAT  
SOLID  
B: STRUCTURE C

812301  
327573

A:

MISS BAK.

3

812301  
327573

A: CONVO  
ROUND  
HAND  
SOLID  
MANHATTAN

B: STRUCTURE

ALL BULK.  
STATUS.

ALL BULK  
TEXTURE  
LIKE WORN  
ROCK.

812301  
327573

A: ACROSS  
FLAT  
HAND  
DOWN  
UP  
HAND  
MANHATTAN

B: \_\_\_\_\_

CONF. BULK.  
SEEMS TO ALWAYS  
BE SOME HESITANCY  
ABOUT CALLING IT  
A STRUCTURE.

812301  
327573

A: ACROSS  
HAND  
SMOOTH  
ANGLE  
DOWN  
BREAK  
MANHATTAN

B: \_\_\_\_\_

(4)

812301  
327573

A: RISE  
ITAM  
SMOOTH  
COMES  
DOWN  
MANMANS  
B: TITIAN

FOR BLUE.  
VIOLET.

812301  
327573

A: RISE  
WIND  
ANGLE  
DOWN  
MANMANS  
B: STRAIGHT

AS LARK.  
POLODA.

812301  
327573

A: ACROSS  
SMOOTH  
DOWN  
MANMANS

B:

SZ: ROWLET PL

A: WATSON  
SMOOTH

B: WATSON

SZ: BLUE  
COOL  
MOVING  
SHALLOW  
TITIAN  
WIDE  
FAST  
FUNNY  
OPEN

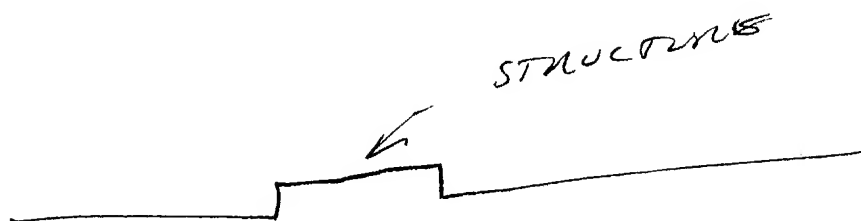
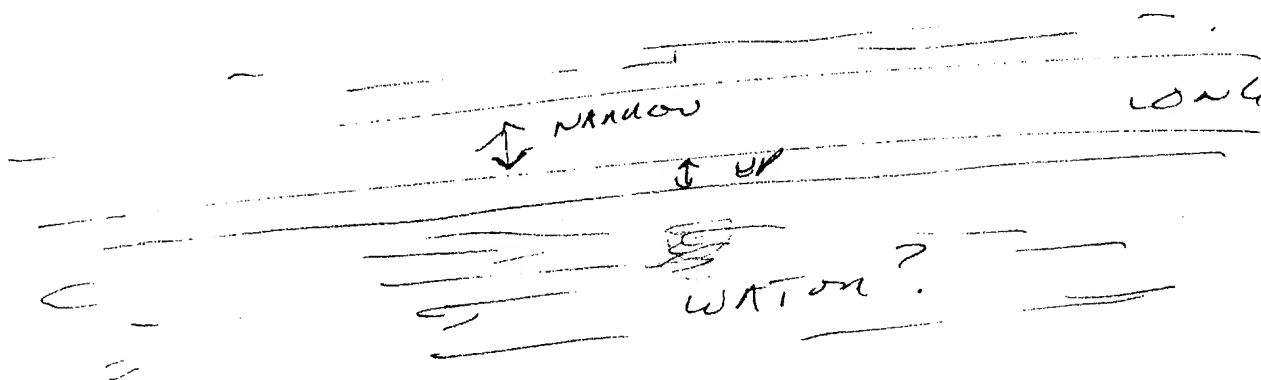
A: SMOOTH

5

SZ: (LIST SET)  
 NOVAH C  
 FANT C  
 ANA ~~NO~~ PC  
 CONA

NO C DALL  
 DAM

NARROW C  
 TALL CFB  
 WADY C  
 SWOW PC  
 WANNOW  
 LONG C  
 NISON C  
 DNY C



S2! Low

WOL INC.  
TANK.

7

812301  
327573

A: ACROSS  
SMOOTH  
STRUCTURE  
WATER

D:

ACROSS  
LUOWICK'S FOUNTAIN

812301  
327573

A: RISING  
NATURAL  
LAND

B: LAND

A: MANMADE  
THICK  
SOLID

B:

A: ACROSS  
SMOOTH

B: WATER

812301  
327573

A: ACROSS  
THICK  
CONCRETE  
STRUCTURE

B: STRUCTURE PL

S2: TALL

HIGH

FLAT

NARROW

WATER

PL

CFD

C



(18)

812301  
327578

A:

MISS RUC

812301  
327578

A: ACROSS  
SADDER  
HAND

B:

812301  
327578

B: ACROSS  
HAND  
DOWN  
DOWN  
DOWN

MISS RUC

812301  
327578

B: ACROSS  
HAND  
DOWN  
UP  
DOWN  
DOWN

B: STRUCTURE. PL

521 WIDOW PL  
THIN  
SOLID C  
ROCKET C

ALL RUC.  
THICKEN AT  
BOTTOM THAN  
AT TOP.

8175 END  
1338

Site 725

### Erie Canal

In New York state, the Erie Canal was built between 1817 and 1825. Its construction was an engineering feat of extraordinary significance and a bold act of state enterprise in promoting economic development.

Originally a ditch 40 feet wide and 4 feet deep, the canal was 363 miles long, spanning the state from Albany on the Hudson River to Buffalo on Lake Erie. It reduced the cost of transportation, promoted trade and settlement, and in large measure was responsible for growth of communities such as Rochester and Buffalo.

Vastly enlarged and partly relocated in the 20th century (old route-south towards Syracuse and around Lake Oneida to just before Rome) the Erie canal is the largest of the four divisions in the New York State Barge Canal System. Built to accommodate horse drawn barges for freight and packets for passengers, the original canal had 83 lift locks and 18 aqueducts. Its spectacular features included a double set of locks built into a granite escarpment at Lockport and an aqueduct, 802 feet long, mounted on stone arches that carried the canal across the Genesee River. The entire canal was completed in 1825. The original debt was in excess of 7 million but in a few years the project was in the black with money rolling in.

Cargoes carried included lumber, pork, whiskey, cheese, potash, pearl ash and the largest commodities being wheat and flour to tidewater. Shipped westward were miscellaneous manufactures, furniture and salt. In 1896 the east bound cargo totaled 350,000 tons and the west bound cargo totaled 35,000 tons. Fifteen years later the east bound cargo totaled over 774,000 tons and the west bound cargo totaled 162,000 tons. Quite a jump in only fifteen years.

Drastic enlargements were started after the beginning of the 20th century to resuscitate canal transportation as a means of restricting railroad rates. By 1903 New York State Legislature spent 101 million dollars to make the Erie Canal capable of handling powered vessels carrying 1000 ton weight. By mid 20th century 3-5 million tons of cargo was transported annually on the canal. Cargoes have mainly been petroleum, its derivatives and grain. There are no tolls on the Erie Canal.

(NOTE: Early 19th century, the canal was slow but pleasant means of travel. Passengers were on the roof platform of the cargo barges while the boat was drawn by horses on a tow path at the rate of 1 1/2 miles per hour.)